

carried off a number of Kijikese as captives. General Yanoff and his party are said to have come down to Akish. The number of Russians on the Peninsula is certain, some accounts giving them as five hundred and others at two thousand.

THE WRECK OF THE "PEKING"

It will be learnt with much satisfaction from the following correspondence, published by our Northern contemporaries, that the Inspector-General of Customs has instructed the Shanghai Office to invite tenders for the removal of this obstruction to navigation.

Custom House,
Shanghai, 16th August, 1892.

Sir—Referring to our correspondence of the 18th and 20th July concerning the wreck of the steamship *Peking*, I have the honour to inform you that I am now, under instructions from the Inspector-General of Customs, about to invite tenders for its removal.

I have the honour to be, Sir,
Your obedient servant,
(Signed) W. B. RUSSELL,
Assistant Commissioner-in-Charge,
John G. Purdon, Esq., Chairman, Chamber of Commerce, Shanghai.

Shanghai General Chamber of Commerce
August 16th, 1892.

Sir—I have, to acknowledge receipt of your dispatch of this date, informing me that you are, under instructions from the Inspector-General of Customs, about to invite tenders for the removal of the wreck of the steamship *Peking*. I have the honour to inform you on behalf of the mercantile community, for this compliance with the request of the Chamber to have this danger to navigation removed.

I have the honour to be, Sir,
Your obedient servant,
J. G. PURDON,
Chairman, Shanghai General Chamber of Commerce,
W. B. Russell, Esq., Acting Commissioner of Customs, Shanghai.

INTERESTING SHIPPING NEWS.

The two new steamers for the Conard Line, now on the Fairfield Co. stocks, destined for the New York service, are to be named respectively *Cassandora* and *Lucania*.

A despatch from the Bremerhaven states that the two new steamers are to be built there for the American petroleum trade, the object being to compete with the Standard Oil Company. The steersman has now been seen in Lake Erie. He probably wanted to seal fresh water spillers, afflicted in any way like salt water shell backs. Or perhaps he preferred a change of waters and has gone inland for his health.

The U.S. Treasury Department is quite positive as to the illegality of the employment of alien seamen on American vessels, but if the rules as given were strictly enforced, many American vessels would be laid up for lack of crews.

Foreigners do not believe that steamships exist in every respect to the crack British ocean "greyhounds" can be built in America. The Cramps of Philadelphia are about to open this belief. They showed that American ships can build war vessels as well as the kind. And they will show that what it is possible to do with one class of vessels, it is possible to do with all kinds.

The Cork Chamber of Commerce passed a resolution on July 15th calling upon the Commissioners of Lighthouses to erect at Kinsale the best light and most powerful fog signal that can be obtained. This action of the Chamber has been taken in consequence of the recent disaster which befell the Inman Line steamer *City of Chicago* while sailing along the dangerous portion of the Irish coast in the vicinity of Kinsale during a fog.

There is a bill now before the U.S. Congress concerning contracts of common carriers, which among other things, relieves vessel owners of responsibility for damage to cargoes resulting from error in judgment in navigation or management of the vessel. It is expected that this measure will be passed in the near future, and it is believed that it will be a great relief to the shipping industry.

It is significant that the contemplated improvements to certain of the Liverpool docks include enlargement of their entrances to one hundred feet wide and an increase in their side sufficient to accommodate vessels of seven hundred feet in length. The tendency of the times is continually to build larger vessels. Small steam vessels are both affected and benefited by this. This is a high rate of speed is a matter of great importance. The rivalry of the ocean steamers in this respect has led to the continued building of larger, faster vessels. The matter of length and speed for the present go hand in hand, and if a vessel of very high speed is desired, one of very large size conforming to proper lines must be chosen. The size it is thought possible they may reach the near future is indicated by the proposed improvements to the Liverpool docks.

It is evident that most naval men that a better protection for all concerned—public ship-owners, officers and men—can be secured by establishing independent Wreck Inquiry Courts whose duties shall be confined entirely to the work that their title covers. It is beyond the question to say that no investigation of this kind is at all necessary, that shipowners should not be subjected to such constraints. Where risk of life and property involves others beside the one person, some protection must be given for all concerned each other. This is the basis of all police and sanitary laws and it applies particularly to shipping as being property of a semi-public kind. Upon the point of necessity there should be no debate. It is really the question of finding the best means to secure an impartial inquiry into the causes of all maritime casualties, to sail as well as to steam vessels. By means of such inquiries, the causes of casualties would be more fully stated, causes placed where it properly belonged, and preventable causes lessened, through the efforts that would naturally follow to remove them as far as possible.

The Pacific coast of North America is destined to become a shipbuilding region of no mean proportions. Whether the most work will be done at some point on Puget Sound or at San Francisco or Vancouver cannot now be determined. The industry of shipbuilding is clearly indicated. San Francisco warrants the belief that with the growth of American shipping, shipbuilding yards there will add largely to our merchant fleet and will receive orders for big vessels that now would be built East or in Great Britain. The abundance of materials and the many good sites for yards in what may be called the Puget Sound district, leave the question of the future

of shipbuilding in that territory to be decided entirely by the energy and enterprise of its capitalists. It will be no easy task to attract orders from distant owners, and the local demand cannot for some time be large enough to call for much overseas tonnage. Still, ability to compete with other builders may bring the desire and capital to enter the trade. In any case it seems most probable that the Pacific coast will in time supply most of its own vessels and create there a shipping industry which, while it may not rival that on the Atlantic coast, will make it watchful of this competition. This prophecy may seem to be a little premature in view of the existing condition of shipping, and the fact that the leading shipbuilder of the world—England—is confident of keeping the field for years to come. But it is to be remembered that changes have already begun, that the next few years will show more marked ones, and that the probabilities, which even the most pessimistic cannot deny, favor the belief that our shipbuilding industry is on the verge of a new departure. A slight glance over the field of its coming activity is not therefore inopportune. —*New York Maritime Register*.

NOTES FROM CHINESE PAPERS.

Sheng Taotai arrived at Tientsin on the 6th instant by the *Hagan*. Whether his Excellency is to immediately take over the seal of his new post, or whether he will apply for a short leave of absence before he assumes the duties of his present office we do not know.

On the 11th instant the Yangchow Hsien received a despatch from the Board of Punishments ordering the execution of several prisoners detained in the goal. Accordingly three doomed men were led out of the prison on the following morning, and received the reward of their criminal deeds by decapitation. On the 9th instant six robbers detained at the Kiangnan Hsien prison shared the same fate.

Intelligence from Yingkow states that a certain junk bound for that port was attacked by pirates half way on its journey from Tientsin. Every article of value was looted by the pirates, besides the ready cash which amounted to five or six thousand taels. Through causes unknown the pirates not only committed robbery but put every one on board to death. Of the crew and passengers, numbering 36 persons in all, on board of the junk, not a single one escaped with life. After the murder, the pirates seem to have abandoned the junk, and it was borne along by the wind, until it reached the Changsun Island. It is believed that the junk people had, on previous occasions resisted the pirates, or else the latter would have been content to let them off, after having despoiled them of all they had.

"The Admiral," whose audacity had led him him so far as to pass himself off as one of the sons of Viceroy Yang among the official class of Nanjing has at last made confession. According to his own statement, made at the trial before the Kiangnan Hsien, his birthplace is Anhui and not Hunan, and his noble patronymic is Wang and not Yang. The adventurer formerly served in the ranks and rose to Colonel, but that title was taken away from him while in Peking when he had committed some serious misdemeanor and where he was detained in prison. Last year, hearing of the disturbance caused by the *Chiao Chow* people, he came south and joined the secret society, in which he is held as being an influential member. The prisoner is now transferred to the prefect's *yamen*, and his case will be brought before the notice of the higher authorities, after which he will receive his due punishment.

TIENTSIN.

(FROM OUR CORRESPONDENT.)

August 18th, 1892.

Things are just now very quiet in Tientsin, the busy season when produce from Mongolia comes down not having yet arrived, and the foreign merchants at least are complaining, like those in Shanghai, of a general dulness of trade and a disinclination on the part of the Chinese to operate. Still, judging from the appearance of the Bund with its great piles of mat-covered cargo lying just where it was landed from the steamers and cargo boats, commerce on native account seems pretty brisk. The weather has been warm here during the past week, Wednesday last was said to be the hottest of the year, and it was what you, in Shanghai would consider a cool and pleasant day. A good deal of rain has fallen lately and the country on the other side of the river, between here and Tongku, is greatly flooded. Some three miles above the latter place the country is one vast lake and boats, are placidly sailing where in ordinary times the picturesque but terribly uncomfortable northern cart is the means of locomotion. The floods are caused by the heavy embankments of the river, reach up to the mud rampart below Tientsin, but none has come inside nor is it likely that it will now this year. The use of the railway as a flood barrier has been amply proved this year and the country people on the right side of the track have more reasons than one to bless the advent of the iron horse. Work on the north-east section of the line is progressing rapidly and at the present rate the section of the line will be heard in another eight months by the post-horn who tends his flocks at the foot by the great wall at Shun-hai-kwan, and the "key of Peking" as this important place is rightly regarded, will be safe in Chinese keeping. But our Chinese friends must still remember that there are more ways to enter the house than by the front door and they may see an enemy some day steal into the sacred city by the back unless they are able to secure a sufficient force with the necessary rapidity right up to the Capital, with Foreign guns to secure Peking from attacks from a force coming from the north or west, which are the most likely directions to expect such visitors from. With this regard it is well that the Chinese statesmen, and especially the great man whose spirit permeates the entire north have shown a deal of ear to the voice of the Muscovite chambers in their suit for the Kiachta telegraph line, which is an old dream of the Russians to connect their capital under joint Russian and Chinese control. The danger and insidious character of such a connection are rightly appreciated here and in Peking and though old petition, a sort of tacit convention, which was never been given left out of sight by the successive Russian ministers, has been renewed by Count Cassini and a few rich Burial merchants, Messrs. Starnoff, Sherkoff and two or three others, it is regarded with such suspicion and distrust by the Chinese that it is not likely to be carried out.

The danger to the field for good. The Tientsin *yamen* gave Count Cassini a hearing and thanked him for his disinterested advice, which was to let his friends (behind whom stand some high officials in Petersburg) build the line, and China take her share of the profits of her portion of the line, which may easily be estimated when I add that China would also have to join the convention, not as a free and independent member, but placed with a high tariff which would be such that the rates over the Kiachta line and thence to Europe and America over the Russian line would be easily

what the cable companies at present charge, two dollars by the Eastern Extension, Great Northern and Kiachta line. Of course in such a case the Eastern Extension would continue to get the bulk of the traffic and China's gain would be practically nothing beyond the honour and glory of being a member of the international telegraph family, with all the attendant disadvantages and none of the profits. Such is the little scheme which the Russian Government and the cable companies have worked out to retain the present *status quo* and their existing monopoly. As a political move of course the line would still be more to Russia's advantage and a little trouble along the route, the burning down of the poles by some of the nomadic Mongol tribes or a little demonstration, a riot or disturbance, and the host of world in honour of the train and the relieving force of Cossacks along the route to defend the rights of the concessionaires and aid the Imperial Chinese arms against their unruly Mongol subjects. The Kiachta line which Mr. Bohr of the Chinese telegraph service has estimated as costing some Tls. 250,000 will, I may safely say, never be built and Count Cassini may nurse the still-born child which he dangles before the eyes of the Chinese as his only till he grows tired and will never attain maturity.

From Tientsin I hear there is a good deal of water still on the plain between here and there, but the river is now quite navigable and Tientsin has been easily reached, lately, in three days. A few miles between that town and Peking are a dreadful trial to the foreign passenger who has enjoyed the comfortable and rapid (for China) transit from Tongku to Tientsin by train. I pity my fellow exiles in Shanghai who know not the delight of rushing to catch the 9 A.M. train of a morning as do the good folks of Tientsin. The railway is really working very well and Mr. Peitwick's regime is markedly successful. The times are good and though there are many things observed on the journey which makes an Occidental smile, the line is *honestly* worked, I think, the permanent way is kept in excellent repair, well ballasted, levelled and drained, and the bridge would be a credit to any country. The locomotives, however heavy, seem out of the proportion for the weight of the train and the short distance traversed, and there is in this respect a tremendous waste of energy and power. The brake system too is of course behind the time, but I can see that at the slow rate of speed maintained pneumatic connections would be a superfluity which would cost money and probably would get out of order in the hands of the Chinese guards. I am informed by a good authority that no extravagance or luxuries of this kind can be afforded at present and the financing must be of a very careful character. Now it is beginning to pay. The fares are very reasonable, especially those for natives who travel in the open lorries which do duty for third class. But these have to be cut down to compete with the native boats.

In the French and English settlements a great deal of building is going on just now, the new villa like premises of the Hongkong and Shanghai Bank on the Bund are nearing completion, while Messrs. Warrand are putting up a very fine building on one of the side roads. A number of new buildings close to the present Hongkong Bank premises are also in course of erection in connection with the railway company's business, and altogether the builders are doing a brisk business. I wonder what the good people of Shanghai would say if they saw their town covered with mountains of cargo as is the Bund here, which is barely passable for one's horse in consequence. Your equable about your seats being moved by natives, we go one better and give up the whole Bund to native and foreign cargo, at so much a package and make the place pay for the maintenance of the entire settlement. We have an eye to business, you run too much to sentiment. The Gordon Hall with its straggling zoological garden, and its afternoon band of Celestial musicians, are all the results of the admirable use to which we put our land.

Wonderfully well considering they have no foreign instructor at present and they give in proportion as much pleasure to the inhabitants as your excellent band does to the people of Shanghai. Mr. Vela would probably have to be put in a straight waistcoat if he heard our local instrumentalists at their worst, but at their best they "acquit themselves" tolerably well and contribute not a little to our enjoyment of the prelude in the summer. Tientsin is ahead in the winter. In one thing by natives, we go one better and give up the whole Bund to native and foreign cargo, at so much a package and make the place pay for the maintenance of the entire settlement. We have an eye to business, you run too much to sentiment. The Gordon Hall with its straggling zoological garden, and its afternoon band of Celestial musicians, are all the results of the admirable use to which we put our land.

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leg diplomatic circles in the capital much more than anything else at present, will take place sometime in September.

The season has been very healthy here and in Peking and there has been no sickness worth talking of. We lost an esteemed member of the missionary community however the other day in who died on Sunday last leaving a motherless little baby a few hours old. The funeral took place on Monday and was largely attended by the missionary community. So far only two steamers have essayed to reach the Bund here and the happy shareholders of the Taku and Lighter Co., Ltd. are consequently wearing their most capacious and seductive smiles and counting their untold thousands of shillings in great glee. —*Mercury*.

DEAFNESS ABSOLUTELY CURED.—A Gentleman who cured himself of Deafness and Noise in the Head, of 14 years standing, by a new method, will be pleased to send full particulars free. Address HERBERT CLIFTON, 8, Shepherd's place, Kensington Park, London, S.E., Eng.—*Advt.*

Today's Advertisements.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"FOKJEN,"
Captain Davis, will be despatched for the above ports TO-MORROW, the 23rd instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 22nd August, 1892. [835]

"MOGUL" LINE OF STEAMERS.
FOR SHANGHAI KOBE AND YOKOHAMA.
THE Steamship

"GHAAZEE,"
Captain Scotland, will be despatched as above on or about MONDAY, the 29th inst., at 5 P.M., instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 22nd August, 1892. [839]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

CONSIGNEES OF CARGO per Steamship "CATHERINE APCAR" are hereby informed, that their goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after the 24th instant, will be landed at Consignees' risk and expense into the Godowns of the Wanchai Warehouse and Storage Company, Limited, Wanchai.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 22nd August, 1892. [836]

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land, by Public Auction, to be held on the spot, on
MONDAY,
the 29th day of August, 1892, at 4 P.M., are published for general information.
By Command,
G. T. M. O'BRIEN,
Colonial Secretary.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 29th day of August, 1892, at 4 P.M., by order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 years.

PARTICULARS OF THE LOT.									
No. of Lot.	Locality.	Boundary Measurements.				Contents in Squares.	Acreal No.	Upset Price.	
		N.	S.	E.	W.				
		R.	R.	R.	R.				
1.	Island Lot No. 1.	Morrison Hill	745	98	100	8	11,120	124	2,44

HONGKONG RIFLE ASSOCIATION.
THERE will be no COMPETITION on SATURDAY NEXT, the 27th inst., ED. ROBINSON,
Hon. Secretary.

HONGKONG TRADING COMPANY, LIMITED.

BEG to inform the Public that the BUSINESS of the above Company and a large Portion of the STOCK-IN-TRADE was SOLD to Mr. EDWIN BYRNE on the 18th August, 1892, from which date the Company's RESPONSIBILITY in the said Business CEASED.
All Accounts against the

